CHAPTER 7

AIRCRAFT INVENTORY REPORTING SYSTEM (AIRS)

The Navy Aircraft Inventory Reporting System (AIRS) provides the Chief of Naval Operations (CNO), the Naval Air Systems Command (NAVAIR-SYSCOM), and type commands with the information needed to manage naval aviation. All information collected by the inventory system is used for specific purposes. No information is collected out of curiosity or out of incidental interest.

The capability to fight, or the actual use of armed aircraft on a combat mission, is the prime reason for naval aviation; aircraft are the prime element of naval aviation. Management of this element involves the following:

- Deciding what is to be accomplished
- Acquiring and distributing the resources to do what is to be accomplished
- Regulating the use of these resources
- Reviewing the overall program for possible improvement; to see why things failed to go as planned, what was overlooked, and what was unnecessary; to learn and benefit from experience

These management functions depend upon accurate feedback of service experience information of the use and current status of aircraft.

INTRODUCTION TO THE AIRCRAFT INVENTORY REPORTING SYSTEM (AIRS)

LEARNING OBJECTIVE: Identify the instruction that describes reporting procedures used in the Aircraft Inventory Reporting System (AIRS).

Current AIRS procedures are established by the latest edition of *Aircraft Inventory Reporting System*, OPNAVINST 5442.2. This document provides instructions for recording and reporting information about the inventory, logistics, readiness, and use of Navy aircraft. OPNAVINST 5442.2 also specifies. policies and procedures that concern the custody and the accountability of Navy aircraft.

Every aircraft, at any given instant from acceptance by the Navy until final disposition, is in the custody of one (and only one) reporting custodian and one (and only one) controlling custodian. Controlling custodians are commonly referred to as "operating commands," and reporting custodians are commonly referred to as "operating units." Whenever an aircraft changes custody, the aircraft is transferred by one activity and received by another. In these cases, receipt and transfer are considered to be simultaneous transactions. An aircraft remains in the reporting custody of the transferring unit until accepted by the receiving unit.

Reporting custodians are the lower echelon (squadrons and units assigned) and usually have physical custody of the aircraft. Reporting custodians are the initial source of all data used in the system.

Controlling custodians are the higher echelon—the commands that exercise administrative control of assignment, use, and logistic support of certain aircraft as specified by the CNO. Examples of controlling custodians are the Commander, Naval Air Force, Atlantic Fleet (COMNAVAIRLANT); Commander, Naval Air Force, Pacific Fleet (COMNAVAIRPAC); and the Chief of Naval Air Training (CNATRA).

In most cases, an activity reports on a onetime basis each incident of aircraft custody. change, status change, flight operation, reduced material condition, or changes in material condition reporting status (MCRS). Some of this information is processed at the local level by the data services facility (DSF) and forwarded to the appropriate controlling custodian. Other information is sent directly to the controlling custodian by the reporting custodian via OPNAV XRAY reports.

Reporting documents used in AIRS include the OPNAV XRAY message (used to report custody and status change), the Maintenance Action Form (MAF) (reports aircraft with reduced mission capability and

inventory changes), Naval Flight Record Subsystem (NAVFLIRS) form (records flight data management information), and the Aircraft Record "A" Card (provides valuable, readily available operational data for each assigned aircraft). The OPNAV XRAY report and the Aircraft Record "A" Card are discussed in the following text.

NOTE: For activities that operate under the Naval Aviation Logistics Command Management Information System (NALCOMIS), refer to *NALCOMIS User 's Manual* for detailed instructions in completing OPNAV XRAY reports, Aircraft Accounting Audit Reports, and initiating and maintaining the Aircraft Record "A" Card.

Q1. To what publication should you refer for detailed instructions on the Aircraft Inventory Reporting System?

OPNAV XRAY REPORT

LEARNING OBJECTIVE: Define the purpose of OPNAV XRAY reports.

For the CNO, NAVAIRSYSCOM, and controlling custodians to manage naval aviation, they need current information about the many aircraft in the Navy inventory. Much of the data required for the management of naval aviation is submitted on OPNAV XRAY reports. These message reports are prepared by reporting custodians and are forwarded to their controlling custodian or directly to the CNO, as required.

The OPNAV XRAY report is used to record the continuous inventory of aircraft custody change, latest status, and other items of information pertinent to aircraft management. In addition, OPNAV XRAY data records logistics activity and indicates the actual time involved in the various logistics processes.

All changes of aircraft reporting and controlling custody, status, model designation, or other reportable actions are reported daily by OPNAV XRAY message. Normally, if no changes occur, no OPNAV XRAY message is submitted. The OPNAV XRAY Message Report, OPNAV Report 5442-1, is submitted by message not later than 1200 the day after a reportable action that involves the unit's aircraft. OPNAV XRAY reports must include all reportable actions that occur between 0001 and 2400 of the action date. The exception to this deadline is in the case of category I strike OPNAV XRAY reports. A category I strike OPNAV XRAY report is submitted by 2400 of the date of action. One OPNAV XRAY report may be used to report actions on one or more aircraft.

For reports control purposes, reporting custodians number each OPNAV XRAY message by calendar year. The numbering begins with 001 and goes through 999 and then begins with 001 again.

Q2. What report is used to record instances of aircraft custody changes, status changes, inventory changes, and service life factors?

XRAY Data Element Fields

LEARNING OBJECTIVE: Identify required data elements and codes used on OPNAV XRAY reports.

The basic addressee on all OPNAV XRAY reports is the controlling custodian or the CNO, as appropriate. The cognizant wing is also a basic addressee. Certain situations may require additional information addresses.

NOTE: COMNAVAIRSYSCOM is a mandatory information addressee on all OPNAV XRAY reports.

The OPNAV XRAY message format (fig. 7-1) is as follows:

Items A through F, V, and Remarks are required on all OPNAV XRAY reports except Part I, change of location reports. Entries for other data items are entered as the situation requires. If certain items are not required, they are not listed. Table 7-1 is a matrix of required data items by action code.

A brief explanation of each OPNAV XRAY message item is contained in the following paragraphs. For a more detailed description of each item, refer to the latest edition of OPNAVINST 5442.2. As you read this section, refer to the format.

The FROM, TO, INFO, and SUBJ lines make up the heading of the report. The name of the activity that originates the message is entered on the FROM line. The name of the primary addressee or the activity to which the report is sent is entered on the TO line. The primary addressee is normally the controlling custodian. The names of information addressees are entered on the INFO line. These include those activities with a need to know of the reportable action, but in all cases, COMNAVAIRSYSCOM will be an info addressee. The SUBJ line contains five items of information, listed in a particular sequence.

NOTE: Items in the subject line that are enclosed in parentheses will vary with different activities;

ROUTINE

FROM: Reporting activity

TO: Primary addressees

INFO: Information addressees

UNCLAS//N05442//

SUBJ: (CONTR. CUST.) "XRAY" (REPORTING CUST.) (RPT SERIAL NO.)
"OPNAV 5442-1"

A. BUREAU NUMBER

B. PERMANENT UNIT CODE

C. DATE OF ACTION (MONTH, DAY, YEAR)

D. ACTION CODE

E. STATUS CODE

F. MODEL DESIGNATION

G. PERIOD NUMBER

H. PERIOD END DATE (PED)

I. EXTENSION NUMBER

J. STRIKE/DAMAGE CODE

K. ACCEPTANCE DATE

L. AIRCRAFT SERVICE PERIOD ADJUSTMENT (ASPA) INSPECTION REPORT CODES

M. OPERATING SERVICE MONTHS (OPSERVMOS) ACCUMULATED AT PED

N. ESTIMATED REWORK COMPLETION DATE

O. PERMANENT UNIT CODE (PUC) OF UNIT OR REWORK ACTIVITY

P. UNIT RECEIVED FROM/COMMAND CODE

Q. UNASSIGNED

R. ORGANIZATION CODE

S. OPERATIONAL CATEGORY CODE

T. FLEET ASSIGNED CODE

U. MID-TERM

V. AIRCRAFT LOCATION

W, X, Y. UNASSIGNED

Z. DELETE/CORRECT

Figure 7-1.—OPNAV XRAY message format.

Table 7-1.—Required OPNAV XRAY Items

XRAY DATA ITEMS	XRAY ACTION CODES											
	Change in Reporting						No Change in Reporting Custodian					
	A	F	G	R	Y	E	H	M	S	X	L Part I *	L Part II * *
A. BUNO	R	R	R	R	R	R	R	R	R	R		R
B. PUC	R	R	R	R	R	R	R	R	R	R	R	R
C. Date of Action	R	R	R	R	R	R	R	R	R	R	R	R
D. Action Code	R	R	R	R	R	R	R	R	R	R		R
E. Status Code	R	R	R	R	R	R	R	R	R	R		R
F. Model Designation	R	R	R	R	R	R	R	R	R	R		R
G. Period Number	R	R	R	R	R	R	R	1	R	1		R
H. PED	R	R	R	R	R	R	R	1	R	1		R
I. Extension Number				2	2			1		1		2
J. Strike/Damage Code		1		1	3	1		1	R	1		
K. Acceptance Date	R		2	2	R							
L. ASPA/PACE			4	R	R	2	4	1		1		R
M. Operating Service Months (OSM)	R	R	R	R	R	R	R	1	R	1		R
N. Estimated Rework Completion Date		1		1	3	1		1		1		
O. PUC of the Inservice Activity			1	1	3	1	1	1		1		
P. Unit Received From/Command Code		R	R	R	R							
R. AV-3M Organization Code											R	
S. Operational Status Category Code											1	
T. Fleet Assigned Code											1	
U. Mid-Term				1	3							
V. Aircraft Location	R	R	R	R	R	R	R	R	R	R		R
Z. Delete/Correct	2	2	2	2	2	2	2	2	2	2	2	2
Remarks	R	R	R	R	R	R	R	R	R	R	R	

Legend:

R-Required.

1 - Report only when item content is different than information previously reported.

2 - Required if applicable.

3 - Reported only on reinstatement to restore appropriate information that existed prior to strike action.

4 - PACE aircraft only.

Blank - Not reported.

* Part I is used for unit establishment or disestablishment, location change, operational status category change, or fleet assignment change.

* * Both Parts I and II are used for location change.

however, the items enclosed in quotation marks remain the same on every report.

First, the abbreviated name of the controlling custodian of the aircraft that is being reported is entered. The next item is the word "XRAY." The third part of this line is the abbreviated name of the reporting custodian and detachment number, if applicable, of the aircraft that is being reported. Next, the serial number of the OPNAV XRAY message is entered. The report symbol follows the serial number. A typical subject line would read as shown below.

SUBJ: LANT XRAY VP-5 099 5442-1

Item A—Bureau Number (BUNO). The BUNO of the aircraft that is being reported is entered here. This is important because the BUNO is the only single identification that is different for every aircraft in the Navy, regardless of type or model. The CNO maintains and controls the master BUNO register.

Item B—Permanent Unit Code (PUC). The six-digit PUC that identifies the reporting custodian of the aircraft that is being reported is entered here. Each reporting custodian of aircraft has been assigned a PUC by the CNO, or, in the case of detachments, by the controlling custodian.

Item C—Date of Action. The day, month, and year the action occurred is reported here. The day, month, and year is expressed as a six-digit number. For example, 21 March 1998 would be reported as 032198.

Item D—Action Code. The Action code is a one-digit code that describes the particular action being reported. Action codes used for reporting a change in either reporting or controlling custody are A, F, G, R, and Y. Action codes used for reporting a change in status are E, H, L, M, S, and X. Permissible Action codes are shown in table 7-2. Permissible Action code/Status code combinations can be found in OPNAVINST 5442.2.

Item E—Status Code. Reported under item E is the new Status code of the aircraft. If the action being reported does not involve a change in status, the current applicable Status code is entered. A Status code describes the condition of the aircraft. A complete list of authorized Status codes is shown in Table 7-3.

Item F—Model Designation. The complete model designation of the aircraft being reported is entered here; for example, A-4E, F-14C and F/A-18D.

Item G—Period Number. The period number represents the period in which the aircraft is serving (or last served, if not currently operating). The period number changes only when an aircraft begins a new operating period after standard rework or new production.

Item H—Period End Date (PED). This element of information is related to item G above in that PED represents the date at which the period indicated in that item is scheduled to be (or was) completed. The period commences when the aircraft is first reported in status **Axx** following acceptance or rework. The month in which an aircraft is received from Naval Air Systems Command Fleet Support (NAVAIRSYSCOM FS) custody is counted as NO month in regard to operating period. The month in which an aircraft is predicted to return to NAVAIRSYSCOM FS custody is counted as 1 month. For example, an aircraft with an operating period of 24 months is received into an operating command from NAVAIRSYSCOM FS custody in June 1997. The predicted PED for this aircraft is June 1999. If extensions are granted on the service or period of an aircraft, the PED is not changed. A PED computation chart is shown in table 7-4.

NOTE: The **xx** in above Status code stands for two digits that can further define the code.

Item I—Extension Number. The number in this item pertains to extensions of the current tour or period only. Extensions granted on second or subsequent periods are renumbered. Extensions granted on second or subsequent periods have extension numbers that start with the number 01 in each period. Action code X is used to describe the initiation of extensions.

Item J—Strike/Damage Code. If the action that is being reported involves the strike or damage of aircraft, the four-character Strike/Damage Code that describes the circumstance is entered in item J.

NOTE: Strike is the official action that removes an aircraft from the list of Navy aircraft. See table 7-5 for Strike and Damage Codes.

Categories 1 through 4 are used to describe the main reasons for which an aircraft can be stricken. Category 5 is used for substantially damaged aircraft that are repairable. Each category requires separate administrative procedures. These categories are discussed in the following paragraphs.

Category 1—Damage. An aircraft is stricken in category 1 if the aircraft is lost or if the aircraft is damaged to such an extent that its restoration to serviceability would be uneconomica 1 or militarily impractical. This category is the one most often used by operating activities.

Table 7-2.—Action Codes

CHANGES IN CUSTODY	
A	Acceptance. Use only to report the acceptance into the inventory of new production aircraft. Normally used only by NAVAIR Fleet Support (FS) activities.
F	Receipt at the End of Operating Service Period. Used only by NAVAIR FS activities to report receipt of aircraft returned for standard rework (SDLM), storage, or retirement at the end of an operating service period.
G	Receipt at the Start of an Operating Service Period. Used by reporting custodians to report receipt of an aircraft that is beginning (not resuming) an operating service period; for example, an aircraft returning from standard rework.
R	Receipt of an aircraft that is neither beginning nor ending a service period. Use to report an aircraft that has accumulated time in a current service period.
Y	Reinstatement. Used to report the reinstatement of a previously stricken aircraft or the addition of a used aircraft to the naval inventory.
CHANGES IN STATUS	
E	End of an Operating Period. Used by reporting custodians of all controlling custodians to report termination of an aircraft's operating service period. Reports that the aircraft is en route to or in physical custody of a rework facility. No change in custody is involved.
H	Start of a Operating Service Period. Used by reporting custodian to report an aircraft that has completed SDLM and is beginning an operating service period. No change of custody is involved.
L	Change of Location
M	Model Designation Change. Used to report model designation changes or conversions by a depot-level maintenance activity.
S	Strike. Used to report the strike of an aircraft (Status code 1S0, 2S0, 3S0, or 4S0).
X	Other change. Use action "X" when no other Action code would be appropriate.

Table 7-3.—Aircraft Status Codes

STATUS CODES FOR USE WITH OPERATING AIRCRAFT		
ASSIGNED PRIMARY USE	**IN OPERATING STATUS 1/**	
Combat	**A l_**	**2/**
Combat Support	**A2_**	
Undergraduate Training	**A3_**	
Reserve Training	**A4_**	
FRS Aircrew Training	**A6_**	
Operational Test and Evaluation	**A7_**	
Developmental Test and Evaluation	**AJ_**	
TPS, Adversary, FTRG	**A9_**	
Test Support Aircraft, Navy Operated	**AK_**	
Search and Rescue	**AL_**	
Executive Transport	**AM_**	

Note 1/ NASC FS reporting custodians will never report aircraft in Status code A_.

Note 2/ Third position of operating status will be reported as follows:

O-Operating

1—Aircraft in process of ASPA from preparation and inspection through assembly.

2—Aircraft in process of depot repair on-site of reporting custodian.

Only A_ Status codes are "IN" material condition reporting status (MCRS).

Category 2—Depreciation. An aircraft is stricken in category 2 if the aircraft has depreciated by time and usage to such an extent that its restoration to serviceability would be uneconomical or militarily impractical. Only NAVAIRSYSCOM, with approval of the CNO, may declare an aircraft eligible for category 2 strike.

Category 3—Administrative. An aircraft is stricken in category 3 when it is stricken by the CNO for special administrative reasons. This category includes strikes because of model obsoleteness, excess to Navy requirements, diversion to ground training or technical use, transfer to non-Navy recipients, intentional destruction in test or training, jettisoned, abandoned, cannibalized, or the planned expenditures of drones.

Category 4—Completed Service Life. An aircraft is stricken in category 4 if its eligibility for strike is due

Table 7-3.—Aircraft Status Codes—Continued

STATUS CODES FOR DEPOT LEVEL MAINTENANCE (PIPELINE)

Rework Process	En route to Rework		Awaiting Rework		In Process
	By Flight Airlift	By Surface	Flyable	Not Flyable	
Standard Depot Maintenance (Standard Rework) 3/					
SDLM	F10	FA0	E1_	EA_	D10
SDLM/MOD	F20	FB0	E2_	EB_	D20
SDLM/CILOP	F30	FC0	E3_	EC_	D30
SDLM	F40	FD0	E4_	ED_	D40
AWI	F50	FE0	E5_	EE_	D50
SPECIAL DEPOT LEVEL MAINTENANCE (SPECIAL REWORK) 3/					
Conversion	I10	IA0	H10	HA0	G1_
Repair	I30	IC0	H30	HC0	G30
Modernization/ Modification	I40	ID0	H40	HD0	G4_
ASPA Inspection					G50

Rework Process Complete in NASC FS Physical Custody Awaiting Return to Operating		En route to Operating From Rework	
Aircraft RFI:		By Flight/ Airlift	BY Surface
Awaiting Movement	BY1	C10	CA0
Unassigned	BY2		
Not RFI:	BY3		

Note 3/: The third position of Status codes E__, G1_, or G4_ will be reported as:

0—Aircraft is located at NADEP or commercial rework activity site for rework.

1—Aircraft is located at other than NADEP or commercial rework activity site for special rework to be performed by depot field team or awaiting transit to SDLM after ASPA non-deferral.

Note: E-1 Status code may only be used when immediate period termination is recommended on ASPA non-deferred aircraft or ASPA non-deferred aircraft is over 90 days beyond PED. ACC approval is required to place aircraft in "E" code status.

Table 7-3.—Aircraft Status Codes-Continued

STATUS CODES FOR USE WITH NEW PRODUCTION AIRCRAFT IN PROCESS OF FIRST DELIVERY

REGULAR ACCEPTANCE RFI:		PROVISIONAL ACCEPTANCE NOT RFI:
Awaiting Movement	BXO	VF0
Not RFI	BA0	

MISCELLANEOUS STATUS CODES

CONTRACTOR HELD (BAILMENT)		ON LOAN FROM THE NAVY:	
1. For RDT&E Custody		FS Custody	
Test Aircraft	TJ0	All Categories	U00
Test Support	TKO		
Contract Pending	TR0		
Other	TT0	UNDER LEASE FROM THE NAVY	
		Other	U10
2. FS Custody			
		ON LOAN TO THE NAVY RDT&E CUSTODY	
Other Contractor	TV0	Other	U50
		Test Aircraft	U60
		Test Support	U70
		Drones	000

STATUS CODES FOR RESERVE/RETENTION AIRCRAFT (AIRCRAFT STORED IN NASC FS CUSTODY)

		In Storage		
Condition of Aircraft	En route To Storage	Flyable	Not Flyable	Mobilization Reserve
Standard Rework Not Required				
Undamaged aircraft	J10	M10	M50	N10
Damaged aircraft	J10	M20	M60	N20
Reconstitution Reserve		MRO		
Foreign Military Sale	J11	M12	M51	N11
Standard Rework Required				
Undamaged aircraft	J10	M30	M70	N30
Damaged aircraft	J10	M40	M80	N40

Table 7-3.—Aircraft Status Codes—Continued

STATUS CODES FOR USE WITH RETIREMENT AND STRIKE AIRCRAFT

CATEGORY	AWAITING DECISION TO STRIKE	AWAITING STRIKE NOT MAP/FMS	AWAITING STRIKE FOR MAP/FMS	STRICKEN
Category 1 Damage	Y00	—	—	1S0
Category 2 Depreciation	PB0	S20	R00	2S0
Category 3 Administrative	PC0	S30	R00	3S0
Category 4 Service Life Complete	PD0	S40	R00	4S0

to completion of its service life. Completion of service life is determined by the NAVAIRSYSCOM and is based on analysis of the material condition of the aircraft and current OPNAV directives.

An aircraft is always stricken in the lowest numbered category when more than one category is applicable. For example, an aircraft eligible for strike by reason of completed service life should be stricken in category 4 unless strike damage is also involved. When damage is also involved the aircraft should be stricken in category 1.

Category 5—Aircraft Damage-Repairable. Strike and Damage code 5 (1 through 4 apply to strikes only) pertains to aircraft that have been damaged, and repair was deemed to be economically feasible.

The first character of a Strike/Damage Code is the number that denotes damage or one of the four categories of strike. The second character indicates the employment or use of the aircraft; the third character denotes cause or condition; and the fourth character indicates the disposition of the aircraft. The Strike code 1AA2 indicates an aircraft stricken in category 1 due to damage sustained in flight during unit training and that the wreckage of the aircraft was inaccessible.

Item K—Acceptance Date. This item is used to report the acceptance date of new aircraft, reinstated aircraft, or receipt of an aircraft from another aircraft controlling custodian. For new aircraft, the date the Navy accepted custody from the contractor is entered. In the case of reinstatement of a previously stricken Navy aircraft, the original acceptance date (when the aircraft was new) is reported.

Item L—Aircraft Service Period Adjustment (ASPA)/Paint and Corrosion Evaluation (PACE). ASPA evaluates the material condition of an aircraft that is at or near its PED for authorization to operate beyond the operating service period outlined in *Policies and Peacetime Planning Factors Governing The Use* of *Naval Aircraft*, OPNAVINST 3110.11. Upon completion of an ASPA inspection, adjustment of the PED and operating service months (OPSERMOS) may be required.

Item M—Operating Service Months Accumulated at PED. For aircraft that are undergoing a standard service life, this number will represent the total accumulation of OPSERMOS as of the end month and year reported in item H (PED). If item H represents a future date, as in the case of an aircraft that

Table 7-4.—Period End Date (PED) Computation Chart

OSM												
0	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+
1	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB
2	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR
3	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR
4	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY
5	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN
6	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL
7	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG
8	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
9	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
10	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
11	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
12	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+
13	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB
14	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR
15	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR
16	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY
17	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN
18	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL
19	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG
20	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
21	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
22	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
23	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
24	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+
25	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB
26	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR
27	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR
28	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY
29	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN
30	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL
31	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG
32	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
33	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
34	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
35	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
36	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+
37	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB
38	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR
39	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR
40	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY
41	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN
42	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL
43	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG
44	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
45	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
46	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
47	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
48	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+
49	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB
50	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR
51	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR
52	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY
53	JUL	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN
54	AUG	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL
55	SEP	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG
56	OCT	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
57	NOV	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
58	DEC	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
59	JAN+	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
60	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN+

KEY "+" Begins new calendar year (add "1" to year of period start)

Table 7-5.—Aircraft Strike and Damage Codes

CATEGORY (FIRST POSITION)

1	2	3	4	5
CATEGORY 1 STRIKE DUE DAMAGE	CATEGORY 2 STRIKE DUE DEPRECIATION	CATEGORY 3 STRIKE FOR ADMIN REASONS	CATEGORY 4 STRIKE DUE COMP OF SERVICE LIFE	CATEGORY 5 DAMAGE AIRCRAFT REPAIRABLE

EMPLOYMENT (SECOND POSITION)

FLIGHT:	NOT IN FLIGHT:
A—UNIT TRAINING	1—PARKED ASHORE
J—FERRY	4—IN TOW/NONFLIGHT TAXI
K—EXPERIMENT DEVELOPMENT, EVALUATION	5—ABOARD SHIP
L—FLIGHT TEST	7—LOADING OR UNLOADING
M—UTILITY	8—UNDERGOING REWORK
P—SEARCH AND RESCUE	9—IN STORAGE
R—TRANSPORT	
S—ATTACK	
U—ANTIAIR WARFARE	
V—RECONNAISSANCE	
W—AIR DEFENSE	

CAUSE (THIRD POSITION)

NOT ENEMY ACTION	ENEMY ACTION
INCIDENT TO FLIGHT	INCIDENT TO FLIGHT
A—AIRCRAFT ACCIDENT OR INCIDENT EXCEPT WHENEVER D, E, F BELOW NOT APPLICABLE	S—ENEMY ORDNANCE
D—GUN, ROCKET, OR MISSILE FIRE FROM DRONE EXPENDITURE (SEE F BELOW)	V—MISSING; CAUSE UNKNOWN
E—MISSING; CAUSE UNKNOWN	Y—LANDING OR TAKEOFF MISHAP DUE TO ENEMY INFLICTED DAMAGE TO BASE FACILITY
F—TARGET DRONE EXPENDITURE	Z—SABOTAGE, CAUSING LOSS
NOT INCIDENT TO FLIGHT:	NOT INCIDENT TO FLIGHT:
H—STORM (INCLUDING RESULTANT FIRES, COLLAPSE, OR DAMAGE OF FACILITIES ETC.)	1—ATTACK BY ENEMY AIRCRAFT
I—ACCIDENTAL DAMAGE BY OWN FORCES ORDNANCE (INCLUDING RESULTANT FIRES, ETC.)	2—ORDNANCE FROM ENEMY SURFACE WEAPONS
J—FIRE OR EXPLOSION (OTHER THAN "H" OR "I" ABOVE	5—SABOTAGE, CAUSING LOSS
K—DAMAGE FROM OTHER THAN INCIDENT (E.G., TOWING OR NONFLIGHT TAXI ACCIDENT)	6—SEIZURE OF BASE BY ENEMY
L—AIRCRAFT ON LOAN TO NAVY RETURNED	7—IMMINENT OR PROBABLE CAPTURE BY ENEMY
O—STANDARD SERVICE LIFE COMPLETE	
P—EXCESS TO INVENTORY REQUIREMENTS	
Q—OBSOLETE	
R—ADMINISTRATIVE ACTION, NOT ELSEWHERE CLASSIFIED	

Table 7-5.—Aircraft Strike and Damage Codes—Continued

DISPOSITION (FOURTH POSITION)
APPLICABLE TO STRICKEN AIRCRAFT

1—ROUTINE SALVAGE OR SARDIP FOR PARTS AND SCRAP	5—CANNIBALIZED, WHILE OTHERWISE IN OPERATIONAL OR REPAIRABLE CONDITION, AS AN OPERATIONAL REQUIREMENT TO OBTAIN PARTS FOR OTHER AIRCRAFT
2—MISSING OR COMPLETELY DESTROYED, OR ECONOMICALLY INACCESSIBLE	6—INTERNED BY FOREIGN POWER
3—JETTISONED OR ABANDONED IN OPERATIONAL OR REPAIRABLE CONDITION, AS MILITARILY ADVANTAGEOUS TO DO SO	7—CAPTURED BY ENEMY
4—INTENTIONALLY DESTROYED TO NULLIFY CAPTURE OR INTERNMENT	8—TRANSFERRED TO NON-NAVY RECIPIENT
	9—DIVERTED TO GROUND TRAINING OR TECHNICAL USES WITHIN THE NAVY
	0—DISPOSITION INSTRUCTIONS UNKNOWN

APPLICABLE TO DAMAGED AIRCRAFT

A—TO BE RESTORED BY ORGANIZATIONAL-LEVEL MAINTENANCE ACTIVITY
B—TO BE RESTORED BY INTERMEDIATE-LEVEL MAINTENANCE ACTIVITY
C—TO BE RESTORED BY DEPOT-LEVEL MAINTENANCE ACTIVITY

is currently serving in an operating period, the OPSERVMOS reported in item M represents the expected accumulation when PED is reached.

Item N—Estimated Rework Completion Date. This item is included on only those OPNAV XRAY reports that show that an aircraft is undergoing a standard or special rework process (Status codes **Ax2, Dxx,** or **Gxx).** Item N is omitted from all other OPNAV XRAY reports. The date reported indicates the estimated completion date of the rework and includes time for the associated check flight. If the most recently reported rework completion date changes by 2 or more days, you must submit another OPNAV XRAY report that shows the new revised estimated completion date.

NOTE: The **x** and **xx** in the above Status code stand for one or two digits that can further define the codes.

Item O—Permanent Unit Code (PUC). This item is required on in-service OPNAV XRAY reports only. The item identifies, at the CNO level, the unit that has physical custody of the aircraft.

Item P—Unit -Received From/Command Code. This item is applicable only on OPNAV XRAY reports that report the receipt (Action codes F, G, R, and Y) of aircraft. Report the name of the reporting custodian from whom the aircraft was received and the appropriate two-digit command code of the transferring activity; for example, VP-5/20. Command codes are as follows:

LANT Navy 10	CNARF Navy 30
LANT Marine 11	NARF Marine 31
PAC Navy 20	CNATRA 40
PAC Marine 21	NASC T&E 50
NASC STF 60	NASC FS 70
Miscellaneous 90	

Item Q—Unassigned.

Item R—3-M Organization Code. This item is applicable to change of location OPNAV XRAY reports only. This is the three-character organization code assigned to an activity that identifies that activity for 3-M purposes.

Item S—Operational Status Category Code. This single character code is reported whenever a change occurs. Refer to OPNAVINST 5442.2 for

detailed explanations of permissible operational Status category codes.

Item T—Fleet Assigned Code. A single-character code used to show that a unit is being or has been physically relocated in conjunction with an operational category change. This code should reflect the ultimate destination of the ship or unit. Refer to OPNAVINST 5442.2 for a list of fleet assigned codes.

Item U—Mid-Term. This item is used by naval air rework facilities and commercial rework facilities only to report an aircraft that is entering mid-term special rework. Item U is reported as Ml. Ml indicates first mid-term rework and appears only in the initial in-service OPNAV XRAY report that is submitted by the rework facility. Subsequent mid-terms are reported as M2, M3, and so forth, as required.

Item V—Aircraft Location. Entries are required in item V on each OPNAV XRAY report except part I, location change. Enter name of the ship, station, or facility where the aircraft is physically located. Do not include activity designation or ship type and hull number (for example, CV-67, USS, NAS, NAF, or MCAS). Report as KENNEDY, NIMITZ, OCEANA, or WHIDBEY).

Item W, X, Y—Unassigned.

Item Z—Delete/Correct. Item Z is used for correction of erroneous OPNAV XRAY reports.

Remarks: Entries are required in the Remarks section of all OPNAV XRAY report transactions. Refer to the latest edition of OPNAVINST 5442.2 for Action codes that require specific remarks.

Multiple Action OPNAV XRAY Reports

Multiple OPNAV XRAY report actions may be reported with one message as long as the message involves one controlling and one reporting custodian. The heading of a message that reports multiple actions is the same as the headings for a message that reports single actions. Items for the first action are arranged in a vertical column on the left side of the page. The second action, also arranged vertically, falls to the right of the first as a second column. Additional actions are arranged likewise. Multiple transactions are made only when more than one aircraft is involved, and may not be submitted on the same aircraft. Figure 7-2 illustrates a multiple action OPNAV XRAY message as the message would be prepared by an AZ for transmission.

The first action reports that BUNO 114929 is undergoing special rework for modification. The second action reports that BUNO 113841 is also undergoing special rework. The revised estimated completion date is also reported.

Whenever a reporting custodian moves from one location to another, whether the move is aboard ship or to another station, that fact must be reported by OPNAV XRAY message to the controlling custodian with an information copy to the CNO and COMNAVAIRSYSCOM. The heading and subject line are the same as for a routine OPNAV XRAY message. Refer to OPNAVINST 5442.2 for specific remarks required for change of location OPNAV XRAY reports.

Q3. Items A through F, and V are required on all OPNAV XRAY reports except part I, change of location reports. What other element is required on all OPNAV XRAY reports?

Q4. What "INFO" addressee must appear on all OPNAV XRAY reports?

Q5. What items of information make up the "SUBJ" line of an OPNAV XRAY report?

Q6. The office of what officia1 assigns and maintains the master bureau number listing?

Q7. How should the date 07 Dec 96 appear in item C of the OPNAV XRAY report?

Q8. What OPNAV XRAY Action codes are used to report changes in aircraft custody?

Q9. What OPNAV XRAY Action code is used to report a change in aircraft model designation?

Q10. What OPNAV XRAY Status code should be used to describe an aircraft in the process of an Aircraft Service Period Adjustment (ASPA) inspection?

Q11. How many different categories of Strike and Damage codes are used in aircraft inventory reporting?

Q12. What category of aircraft Strike and Damage code is used to report substantially damaged but repairable aircraft?

Q13. Item N on the OPNAV XRAY report is used to report the estimated completion date of any special or standard rework that is being performed. Another OPNAV XRAY report must be submitted that updates the previous estimated completion date when the estimated completion date changes by what minimum number of days?

R 221111Z APR 99 ZYB PSN 340362Q18
FM STRKFITRON ZERO ZERO ZERO
TO COMNAVAIRPAC SAN DIEGO CA//N42l/N22CS/N422C56/N422C57//
COMSTRKFIGHTWINGPAC LEMOORE CA//N45//
INFO COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.8.1/3.6.2.3//
NAVAIRSYSCOMINDCAP PATUXENT RIVER MD//AIR-6.0//
NAVSEALOGCEN MECHANICSBURG PA//611/612//
COMCARAIRWINGNINE
COMNAVAIRPAC DATA SAN DIEGO CA/JJJ//
BT

UNCLAS //N05442//

SUBJ: PAC XRAY VFA-000 013 OPNAV 5442-1//

A.	164970	164900
B.	009047	009047
C.	042199	042299
D.	X	X
E.	A10	G41
F.	FA-18C	FA-18C
N.		050199
V.	LEMOORE	LEMOORE

REMARKS: BUNO 164970 COMPLETED SPEC RWK FOR INC OF AFC-001.
BUNO 164900 INDUCTED INTO SPEC RWK FOR INC OF AFC-001.
LAST XRAY 012 DTG 211311Z APR 99.

Figure 7-2.—Multiple action OPNAV XRAY message.

Q14. You are stationed at NAS Miramar. When initiating an OPNAV XRAY report, what entry should you make for item "V" location?

OPNAV XRAY Correction Procedures

LEARNING OBJECTIVE: Describe OPNAV XRAY report correction procedures.

An OPNAV XRAY message cannot be canceled. If an OPNAV XRAY report transaction has been submitted that contains incorrect data, the transaction must be corrected not later than 1200 the day after the error is discovered. Correct the transaction by taking the following steps:

1. If the OPNAV XRAY report has an incorrect primary or secondary address, resubmit the transaction directed to all required addressees.

2. If the Subject line or Remarks section has errors, submit a message that references the OPNAV XRAY report serial number and message date-time group (DTG) and explains the necessary action.

3. If the transaction to be corrected involves an error in one or more data items, a correction OPNAV XRAY report must be submitted. The corrected OPNAV XRAY report uses the same OPNAV XRAY report serial number as the erroneous report. The corrected OPNAV XRAY report consists of two transactions. The first transaction is reported exactly as the previously submitted incorrect OPNAV XRAY report with the exception of the word “DELETE” in item Z. In the second transaction, the correct information is reported and includes the word “CORRECT” in item Z. All corrective OPNAV XRAY messages must info the CNO and the Naval Sea Logistics Center (NAVSEALOGCEN) as additional

info addressees. Figure 7-3 is an example of a corrected OPNAV XRAY report.

Q15. What is the deadline for submission of corrected OPNAV XRAY reports?

Q16. When corrected OPNAV XRAY reports are submitted, what notation indicates that an item should be corrected or deleted?

AIRCRAFT RECORD "A" CARD

LEARNING OBJECTIVES: Define the purpose of the Aircraft Record "A" card. Define the retention requirements of the Aircraft Record "A" card. Describe the entries documented on the Aircraft Record "A" card.

An Aircraft Record "A" card, OPNAV Form 5442/9, is maintained by reporting custodians for each aircraft in their reporting custody. The Aircraft Record "A" card provides custodians of naval aircraft with a local history of assigned aircraft and a ready reference for preparation of the Aircraft Accounting Audit Report. The card (figs. 7-4 and 7-5) is initiated upon receipt of the aircraft. The card is retained by the unit for a period of 12 months following the date of strike or transfer from the unit's reporting custody. A copy of the current card should be placed in the manila envelope in the back of the logbook whenever the aircraft is transferred to another unit or physically departs the unit for standard depot level maintenance (SDLM) or special rework.

NOTE: The Aircraft Record "A" card is also maintained in electronic form in NALCOMIS.

As you read this section, refer to figures 7-4 and 7-5. The upper portion of the front of the card contains spaces for statistical data (which may be typed in) that concerns the aircraft. Below this, on the left side of the card, space is provided to record OPNAV XRAY report data. The lower right section and the reverse side of the card is used to record month-by-month flight and landing data. Below is a brief description of each section of the Aircraft Record "A" card.

```
FM STRKFITRON ZERO ZERO ZERO
TO COMNAVAIRPAC SAN DIEGO CA//N421/N422C5/N422C56/N422C57//
COMSTRKFIGHTWINGPAC LEMOORE CA//N45//
INFO CNO WASHINGTON DC
COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.8.1/3.6.2.3//
NAVAIRSYSCOMINDCAP PATUXENT RIVER MD//AIR-6.0//
NAVSEALOGCEN MECHANICSBURG PA.//611/612//
COMCARAIRWINGNINE
COMNAVAIRPAC DATA SAN DIEGO CA//JJJ//
BT
UNCLASS //N05442//
MSGID/GENADMIN/VFA-000//
SUBJ: PAC XRAY CORRECTION VFA-000 013 OPNAV 5442-1//
A.    164970          164970
B.    009047          009047
C.    042199          042299
D.    X               X
E.    A10             A10
F.    FA-18C          FA-18C
V.    LEMOORE         LEMOORE
Z.    DELETE          CORRECT
REMARKS: CHANGE DATE OF ACTION TO 042299 VICE 042199. LAST XRAY
012 DTG 211311Z APR 99
```

Figure 7-3.—OPNAV XRAY Correction Report.

AIRCRAFT MODEL	BUREAU NUMBER	RECEIVED FROM: *(Controlling / Reporting Cust.)*	TRANSFERRED TO: *(Controlling / Reporting Cuat.)*

AIRCRAFT RECORD "A" OPNAV 5442/9 (REV. 7-81) SIN 0107-LF-054-4245 REPORTING CUSTODIAN PUC

SERVICE LIFE INFORMATION

	POSITION IN LIFE AT START OF PERIOD			PLANNING FACTORS FOR MODEL FOR PERIOD (OPNAVINST 3110.11)		
PERIOD	FED	OSM	POSITIONED BY	OSP *(Months/Hours)*	OSL *(Months/Hours)*	UTILIZATION RATE
1.						
2.						
3.						

OPNAV X-RAY REPORT TRANSACTIONS							ACCUMULATIVE FLIGHT ACTIVITY			
X-RAY SERIAL NUMBER	DATE OF ACTION	ACT	STATUS CODE	PED	EXT	REASON / AUTHORITY	MO/YR	IN MONTH	IN PERIOD	IN LIFE

AZJA0041

Figure 7-4.—Aircraft Record "A" Card (front).

MONTHLY FLIGHT ACTIVITY

MONTH YEAR	FLYING HOURS *(In Tenths)*	FLIGHTS	CAT SHOTS	LANDINGS					
				SHIPBOARD			FIELD ARRESTED	FCLP	FIELD WATER
				ARRESTED	TOUCH & GO	BOLTER			

AZJA0042

Figure 7-5.—Aircraft Record "A" Card (back).

Aircraft Model. The model designation is entered in the first space at the top left of the card; for example, A-7E, F-14B, or F/A-18A.

Bureau number (BUNO). Enter the six-digit BUNO assigned to that particular aircraft. Each aircraft is assigned a BUNO for identification and record purposes. This number remains with the same aircraft from acceptance by the Navy until the aircraft is retired or stricken from the Navy inventory. The number is not reused or reissued to another aircraft.

Received From and Transferred To. These two blocks are self-explanatory. As long as the aircraft is in the custody of the reporting custodian that maintains the "A" card, only the “Received From” line is filled in. When the aircraft is transferred, the “Transferred To” line is completed, and the card is moved to the inactive "A" card file for 12 months.

Permanent Unit Code (PUC). The second line at the right side shows the present reporting custodian and Permanent Unit Code.

The next group of blocks provides data about the current aircraft operating service life.

NOTE: When a new aircraft is accepted, it is known that the aircraft will go eventually to a depot maintenance activity for rework. This occurs after the aircraft has accumulated a predetermined number of operating service months (as opposed to calendar months) or flight hours (in some cases). This operating interval is known as the operating period.

The **period number** is entered in the Period block. When the aircraft returns to an operating status after standard rework, it acquires a new period number. The new period number may be transcribed from the Monthly Flight Summary (MFS) form of the aircraft logbook.

The **PED** is inserted in the space labeled PED. The PED can also be obtained from the MFS form, or computed by using procedures outlined in OPNAVINST 5442.2.

The **OPSERMOS** accumulated as of the PED is entered in the space next to the PED. OPSERMOS should be computed by using procedures outlined in OPNAVINST 5442.2.

A corresponding section (Planning Factors for Model for Period) is set aside to record operating service period planning factors as they relate to the period.

The **operating service period (OSP)** is the specified length of a period either defined as months or flight hours. OSP, operating service life (OSL), and utilization rates (if applicable) for specific aircraft can be found in OPNAVINST 3110.11.

The **OSL** is the specified length, in months, that an aircraft is programmed for total service with the Navy.

NOTE: The interval between PEDs is regulated by the CNO and varies with different models of aircraft. Period lengths may also be changed as data on service experience accumulate. The data may indicate that a given aircraft model is so well constructed that it can operate for longer periods of time between SDLMs. The opposite is also true, and period lengths may be shortened as well. Aircraft are not operated after the last day of the month of their PED unless specific permission for an extension has been granted by higher authority. Refer to the latest edition of OPNAVINST 3110.11 for more information on OSL, OPSERMOS, and OSP for specific type/model/series aircraft.

The lower left portion of the front side of the "A" card is used to record OPNAV XRAY reportable actions submitted on an aircraft. OPNAV XRAY reports that report change of location, fleet assignment, or operational status of an aircraft are NEVER recorded on the Aircraft Record “A” card. Reportable actions should be posted to the card as they occur. The following is a description of each block:

The **OPNAV XRAY serial number** is entered in the first block. The OPNAV XRAY serial number is the same serial number as the serial number of the corresponding OPNAV XRAY report.

The **Date of Action** is next. The date must appear exactly as it does in item "C" of the OPNAV XRAY report, that is as a six-digit month, day, and year date.

The **ACT** block is a coded letter used to identify the type of action reported. Remember, Action codes fall into two separate categories—Action codes that report changes in custody and Action codes that report an action other than change in custody. At any rate, the Action code recorded here should match the same Action code reported in the applicable OPNAV XRAY report.

The **Status Code** block contains the current aircraft status and indicates the classification of the use or condition of an aircraft.

The **PED** block reflects the current projected PED of the aircraft.

The **EXT** block is used for recording an extension to the present aircraft service period. Extensions are

granted in increments of 3 months each and do not change the PED previously established for that aircraft. Upon expiration of an extension, reporting custodians must either induct the aircraft into SDLM or request another extension.

NOTE: Aircraft that are eligible for the ASPA program, which screens aircraft for SDLM induction based on material condition, must be inspected by a depot team within 6 months before or 3 months after the PED. The results will be either a recommendation that the aircraft be inducted into SDLM prior to PED plus 90 days or that the aircraft's **PED be adjusted 12 months** (or equivalent flight hours) beyond the current PED. Aircraft that fail ASPA and are not inducted into SDLM prior to PED are received at a naval aviation depot (NADEP) and grounded.

The **reason or authority** for submission of the OPNAV XRAY report is entered in the REASON/AUTHORITY space. This is usually the DTG of a message or the number of an aircraft transfer order (ATO) that directed the reportable action.

Upon receipt of an aircraft, **Flying Hours In Period and Flying Hours In Life** should be filled in. New flight data is added to the hours listed in the previous IN PERIOD and IN LIFE spaces to provide a cumulative total of aircraft flight data. The MO (month) and YR (year) spaces are completed to show when the indicated hours were flown.

The reverse side of the "A" card is used to record monthly flight activity data and is maintained like the monthly flight summary section of the aircraft logbook.

Q17. All information required for submission of the Aircraft Accounting Audit Report should be obtained from what source?

Q18. What is the retention requirement for Aircraft Record "A" Cards of transferred or stricken aircraft?

Q19. In what location should a copy of the current Aircraft Record "A" Card be placed upon transfer of the aircraft?

Q20. The reverse side of the Aircraft Record "A" Card contains space to document what type of data?

AIRCRAFT ACCOUNTING AUDIT REPORT

LEARNING OBJECTIVES: Define the purpose of the Aircraft Accounting Audit Report. Identify required data elements of the Aircraft Accounting Audit Report. Identify

FM STRKFITRON ZERO ZERO ZERO
TO COMNAVAIRPAC SAN DIEGO CA//N421/N422C5/N422C56/N422C57//
COMSTRKFIGHTWINGPAC LEMOORE CA//N45//
INFO COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.8.1/3.6.2.3//
NAVAIRSYSCOMINDCAP PATUXENT RIVER MD//AIR-6.0//
COMCARAIRWING NINE
COMCARAIRWING FIVE
STRKFITRON ONE NINE FIVE
COMNAVAIRPAC DATA SAN DIEGO CA//JJJ//
BT
UNCLAS //N05442//
SUBJ: AIRCRAFT ACCOUNTING AUDIT REPORT OPNAV 5442-6//
1. VFA-000 053198, 009047

A.	164900	164904	164906	164908	164980	164974
C.	042898	050598	050198	052798	042098	032398
E.	A10	A10	A10	A10	A10	A10
F.	FA-18C	FA-18C	FA-18C	FA-18C	FA-18C	FA-18C
G.	000	000	000	000	000	000
H.	0000	0000	0000	0000	0000	0000
L.	910599	910699	910799	910799	000999	000799
M.	000	000	000	000	000	000
W.	000000	000000	000000	000000	000000	000000
X.	00 1726	001892	001778	001595	001356	001292
A.	164960	164964	164968	164970	164972	164977
C.	051198	040998	052798	042198	052898	110897
E.	A10	A10	A10	A10	G41	A10
F.	FA-18C	FA-18C	FA-18C	FA-18C	FA-18C	FA-18C
G.	000	000	000	000	000	000
H.	0000	0000	0000	0000	0000	0000
L.	000199	000299	000399	000499	000699	000899
M.	000	000	000	000	000	000
W.	000000	000000	000000	000000	000000	000000
X.	001398	001506	001469	001386	001221	001690//

Figure 7-6.—Aircraft Accounting Audit Report.

submission deadlines for Aircraft Accounting Audit Reports.

Each reporting custodian (including detachments of operating commands) prepares the aircraft accounting audit report (fig. 7-6) four times each year. The report provides for automatic audit and correction of the controlling custodian and the CNO data banks. The report should be prepared by each reporting custodian in message format.

Required Content of Report

The Aircraft Record "A" Card provides all of the detailed information required by the audit report. Each aircraft in the reporting custody of the unit at 2400 on the reporting date (31 August, 30 November, 28 or 29 February, or 31 May) must be included in the report. Aircraft received after or transferred before the reporting date are excluded. Refer to figures 7-4 and 7-5 while reading aircraft accounting audit report preparation procedures. Instructions for the message outline are shown in figure 7-7.

The completed report will be submitted by message not later than 1600 on the third working day following the date of the report.

Aircraft Accounting Audit Report Correction Procedures

To correct a previously submitted audit report by using the message format, report the complete incorrect line entry (previously submitted). Follow the report of the incorrect line entry by the correct line entry as indicated in OPNAV 5442.2.

Method of Transmission

Submit the completed report by naval message. Do not combine Aircraft Accounting Audit Reports and End of Quarter Engine Reports.

FROM: Name of report originator
TO: Appropriate Aircraft Controlling Custodian (ACC) (for example, COMNAVAIRLANT, COMNAVAIRPAC)
INFO: When Deployed Under Commander in Chief, Atlantic Fleet, (CINCLANTFLT) Operational Control, COMNAVAIRPAC and Commander, Naval Air Reserve Force (COMNAVAIRESFOR) Reporting Custodians Will Info COMNAVAIRLANT. Conversely, COMNAVAIRLANT or COMNAVAIRESFOR Reporting Custodians Under Commander in Chief, Pacific Fleet (CINCPACFLT) Operational Control Will Info COMNAVAIRPAC. In Addition, COMNAVAIRSYSCOM, Cognizant Wing or Commanding General, Fleet Marine Force (CGFMF) and Marine Aircraft Group (MAG) if a Marine Corps Unit Will Also Be Info Addresses.
UNCLAS //N05442//
SUBJ: AIRCRAFT ACCOUNTING AUDIT REPORT (OPNAV 5442-6)
1. Unit Name, Report Date “MMDDYY”, PUC 000001
A. Bureau Number.
C. Date of Action.
E. Status Code.
F. Model Designation.
G. Period Number.
H. Period End Date.
L. Aircraft Service Period Adjustment/Paint and Corrosion Evaluation (ASPA/PACE).
M. Operating Service Months.
W. Flying Hours In Period.
X. Flying Hours In Life.
Z. Delete/Correct (if necessary).

Figure 7-7.—Aircraft Accounting Audit Report message outline.

Q21. What report provides for automatic audit and update of the Chief of Naval Operations (CNOs) data bank for aircraft management?

Q22. An Aircraft Accounting Audit Report is being drafted. What course of action should you take if you discover that the latest status of an aircraft has not been reported by OPNAV XRAY report?

Q23. What is the submission deadline for Aircraft Accounting Audit Reports?

SUMMARY

The *Aircraft Inventory Reporting System (AIR),* OPNAVINST 5442.3, is the governing directive on the Aircraft Inventory Reporting system. The OPNAV XRAY report is used to report custody changes, status changes, inventory changes, and service life factors of aircraft. Certain items are required on all OPNAV XRAY reports. Items A through F, V, and Remarks are required on all OPNAV XRAY reports except Part I, change of location reports. The SUBJ line of an OPNAV XRAY report should specify the report symbol OPNAV 5442-1. The Chief of Naval Operations (CNO) assigns and maintains the master bureau number listing. The date on the OPNAV XRAY should appear in the month-day-year (mmddyy) format. Action codes A, F, G, R, and Y are required when change in aircraft custody is reported. OPNAV XRAY Action Code M is used to report a change in aircraft model designation. OPNAV XRAY Status Code G10 is used to describe an aircraft in the process of an Aircraft Service Period Adjustment (ASPA) inspection. There are five Strike and Damage codes that are used in aircraft inventory reporting. A category 5 Strike and Damage code is used to report substantially damaged but repairable aircraft. When the estimated completion date for special or standard rework changes by at least 2 days, the change must be reported in item N on the OPNAV XRAY report. Item V in the OPNAV XRAY report identifies the location of the reporting custodian. A corrected OPNAV XRAY report must be submitted not later than 1200 hours the day the error is discovered. The word CORRECT or DELETE is used in item Z of the OPNAV XRAY report to indicate that an item should be corrected or deleted.

The Aircraft Accounting Audit Report provides for automatic audit and update of the CNO data bank for aircraft management. The information required for submission of the Aircraft Accounting Audit Report should be obtained from the- Aircraft Record "A" Card. An Aircraft Record "A" Card for a transferred or stricken aircraft should be retained for 12 months after the strike or transfer of the aircraft. When an aircraft is transferred, the current Aircraft Record "A" Card should be placed in the folder in the back inside cover of the aircraft logbook. The reverse side of the Aircraft "A" Card is used to document flight and landing data for the aircraft. If the latest status of an aircraft has not been reported by an OPNAV XRAY report when an Aircraft Accounting Audit Report is being prepared, an OPNAV XRAY report should be submitted with the update of the status. The submission deadline for the Aircraft Accounting Audit Report is 1600 hours on the third work day of the report date.

This chapter covered aircraft inventory reporting. Remember, today's naval aircraft cost millions of dollars each. Accurate aircraft locations and the latest aircraft status are critical to asset management as well as in support of naval activities' primary concern: mission readiness.

ANSWERS TO REVIEW QUESTIONS

A1. Aircraft Inventory Reporting System (AIRS), OPNAVINST 5442.2.

A2. OPNAV XRAY Report.

A3. Remarks.

A4. COMNAVAIRSYSCOM.

A5. Controlling custodian, the word XRAY, reporting custodian, serial number, and report symbol (OPNAV 5442-1).

A6. The CNO.

A7. 120796.

A8. A, F, G, R, Y.

A9. M.

A10. G50.

A11. Five.

A12. Five.

A13. 2 days.

A14. MIRAMAR.

A15. Not later than 1200 hours the day after the error is discovered.

A16. The word CORRECT or DELETE in item Z.

A17. Aircraft Record "A" Card.

A18. 12 months after strike or transfer of the aircraft.

A19. In the manila folder in the back inside cover of the aircraft logbook.

A20. Flight and landing data.

A21. Aircraft Accounting Audit Report.

A22. Submit an OPNAV XRAY report with the latest status.

A23. 1600 hours on the third working day of the report date.